Such Activity in Construction Not Seen Since 1879-'80.

BOTH LONG AND SHORT LINES

New Companies Are Being Organized and Old Ones Are Reaching Out Central South is Not Lagging Behind-Other Industries.

BALTIMORE, June 5 .- The Southwest, a great empire in extent and resources. is the scene of an activity in railroad operations such as has not been wit-pessed anywhere in the United States tince the days of 1879-80, when railroad building was at its highest point. Coin-cident with this activity, with old systems building new lines and new companies projecting long reads as well as short ones, there are indications of a great advance in manufacturing, mining and fir interests. The Manufacturers' ing phases of this development in special correspondence and this week publishes a survey of the railroad situation with reference largely to the lines centered at St. Louis and stretching into the mid-dle South, the West and the Southwest. These lines, opening up in many instances almost virgin territory and improving the transportation facilities of regions where the lumbermen, the farmer and the miner have already found their way. will play an important part in the up-building of the Southwest. For example, the 'Frisco, which within a year will be operating 4.686 miles, is putting forth dian Territory, Oklahoma and Arkansas. It has within twelve months contracted for \$5,000,000 worth of new equipments which will be auxiliary to its efforts to attract new industries and settlers to prints along its lines, particular efforts made to develop the poultry and dairy industries. ALL INDUSTRIES.

Almost every conceivable interest is represented in the business handled by the Gould line Lead, zinc, coal, lumber, cotton, cattle, early vegetables, fruits, grain, oil and various manufactured products are handled by them. The proven zinc territory in Southwest Missouri from which \$10,000,000 worth of ore has been taken in a single year, is likely to be ex-tended into Indian Territory, after therough prespecting and the zinc of is also becoming attractive, while the timber industry keeps some branch lines in Missouri, Arkansas and Texas busy, the lumber and timber go ing North in large quantities to St. Louis and elsewhere, but also into the newly settled Oklahoma country. In the work of drawing settlers to the

South the Cotton Belt is making consider progress, especially in the on of Arkansas, and Eastern here the acreage in fruit raising, cot ton and wheat is steadily growing. How great activity there is in the lumber iny is indicated by the fact that from south along the line of the Cotton sixty additional new mills have en erected during the past sixteen on this. With the clearing of the forests, uit and truck lands are made available. Peaches, tomatoes, strawberries are some of the products upon which enterprising dustrial development is progressing. The Cetten Belt has purchased in the past year 1.750 freight cars of 60,000 pounds canacity and has under contract 2,135 more with 33 modern locomotives.

LARGE EXPENDITURES Expenditures authorized by the Santa Fe for this year are larger than ever before. Some of them are for the equip-ment of its Texas line for burning fuel oil from the Beaumont fields. This involves the erection of a number of immense steel storage tanks and the in-

Other railroad projects are mentioned

Take a look at the map of Iowa, for "Take a look at the map of Iowa. for instance, and see how that State is crossed with railroads and then recall that when the Indian Territory is added to Oklahoma, as it will be one day, there will be a bigger and better State in the southwest than Iowa. It will be the equal of any State in the Union in soil, climate, variety of recovered and proximity, to great maybels. sources and proximity to great markets. It will be the heir of all the ages of progress, the very incarnation of twentieth century civilization."

The very great activity in the south-west is fully duplicated in the central Bouth, stretching all the way from Vir-ginia to the Mississippl River. The im-provement of railroad facilities and the provement of rainous factors and the construction of new lines keep pace with the industrial activity, which was never greater than at present. Along the entire coal belt from West Virginia through Southwest Virginia, Kentucky, Tennessee and Alabama the output of coal is being very rapidly increased, but the demand keeps ahead of the supply. In he Carolinas the marked revival in conton mill construction finds a counterpart in the phenomenal activity and prosperity in the iron regions of Alabama.

MADE SMALL HAUL.

eurglars Cracked Safe, but Got Only

Five Dollars. (By Associated Press.) HARRISBURG, PA., June 6.—The safe of the Duncannon National Bank of Duncannon, 14 miles west of this city, was blown open by burglars about 3 o'clock this morning. The damage to the safe was slight the dial door being blown off, but the vault was not entered. The burglars secured about five dollars in small change, which was in a drawer

and a revolver.

The noise of the explosion around the The noise of the explosion arranged the people of the town and those in the vicinity saw five men at the bank. A posse of citizens quickly formed and gave chase to the robbers, several shots being fired. The burglars fied along the cycek and were followed for quite a distance by the citizens. The shots, apparently, did not take effect and no means of idendid not take effect and no means of identifying the robbers was had.

In their flight the robbers left behind several railroad picks and crowbars,

KRUGER EXCUSED.

Will Not Be Made to Swear Fealty to British Sovereign.

(By Associated Press.)
LONDON, June 6.—The Birmingham
Post, the organ of Colonial Secretary
Chamberlain, to-day says that, owing to
his age and infirmities, the British Government has waived its claim for the ac knowledgement by Mr. Kruger, of Brit-ish sovereignty over the Transvaal and has guaranteed to all the Boer delegates in Europe a safe conduct to their homes in South Africa.

Virginia Postmasters. (By Associated Press)

WASHINGTON, June 6.—J. R. Muir
was to-day appointed fourth-class postmaster at Ophelia, Va.

Pabst beer is always pure

your inspection-58,971 visitors last year.

ON SUSPICION BODY EXHIJMED BY CORONER

The Jury, However, Declares Man Died from Natural Causes.

NEW COMPANIES CHARTERE

The Editor of the Biblical Recorder Addressed Graded School on the Life of the Father of Public Schools in North Carolina.

(Special Dispatch to The Times.) RALEIGH, N. C., June 6.-Mr. J. W. Balley, editor of the Biblical Recorder, delivered the address to-night at the closing of the Raleigh graded schools. His theme was "The Life and Work of Archabald D. Murphy, popularly characterized as the father of the public school system of North Carolina.

An inquest was held yesterday at Holly Springs over the exhumed remains of J. M. Dennis, a prosperous farmer who was found dead last Sunday.

Two negroes had been arrested on susverdict that the farmer came to his death from natural causes NEW COMPANIES.

The Secretary of State charters eight new corporations, as follows: Miller-Rice Paint Company, of Asheville, capital, \$2,500; the Hyman Supply Company, of New Berne, capital, \$15,000; the Columbus Telephone Company, of Chadbourne, capital, \$5,000; Mann Drug Company, of Hight Point, capital, \$25,000; Pittsboro Ginning, Milling and Manufacturing Company, of Pittsboro, capital, \$5,000; North Carolina Manufacturing and Real Estate Company, of Wadesboro, capital, \$10,000; Bald Mountain Lumber Company, of Bald Mountain, capital, \$25,000; the Purves Industrial and Training School Company of New Berne, no capital; purpose the establishment of a school for the col-

This afternoon the children of the D. H. Hill Chapter, Sons and Daughters of the Confeedracy, presented an invalid's chair to the hospital department of the North Carolina soldiers' Home. Ben Parker, aged 12 years, made the pre-sentation speech, and the acceptance was by Mr. A. B. Stronach. The children by Mr. A. B. Stronach. The children raised the fund for the purchase of the chair principally by giving lawn parties.

The city is being strewn with flaming posters announcing an excursion by Taernacle Baptist Church, this city, Richmond, June 10th. This is the largest and most noted Sunday-school in this Mr. U. B. Broughton is superin-

N'P'T NEWS COUNTERFEITERS

One is Sentenced and the Other Has

the Smallpox-Site for Steel Plant, (Special Dispatch to The Times.)
NORFOLK, VA., June 6.—When the case of R. L. Finley, allas "Hobo," of Newport News, charged with counterfeiting, was called in the Federal Court to-day it developed that he is in the pest-house, a smallpox patient. The case went house, a smallpox patient. The case went

Benjamin Orne and James York, New York, and Albert Gorten, of Balti-more, are here with a view to securing a site upon which to build a steel plant to employ some 200 hands.

Samuel W. Smith, of Newport News, was to-day sentenced by Judge Waddill to five years in the penitentiary for counterfeiting. He recently served five years on a similar charge.

Boers Paroled.

(By Associated Press.)
HAMILTON, BERMUDA, June 6,—
The Boer officers who have been living
in the prison camps on the islands near
here have been allowed their liberty, on parole. Several of them came ashore here to-day and were interviewed. Gen-erals Cronje, Wessels, Botha, and others were extremely reticent, but they salu they were glad the war was over and would be delighted to get back to their homes.

It is understood that the rank of the Boers will be allowed ashore in batches

WASHINGTON, June 6.—The House Committee on Commerce, authorized Chairman Hepburn and such associates confer with the President with reference to the creation of a Department of Commerce. The committee has expressed itself on behalf of the measure, but in perfecting details many difficulties have arisen such as transferring bureaus already existing, to the new department. Several of the bureaus have proposed against the proposed change and it is desired to know what the Executive branch wants.

OBITUARY.

Funeral of Mr. Gates-

The remains of Mr. L. H. Gates an over the York River Line, South Railway yesterday at 9:15 A. M., were taken immediately to Hollywood The funeral services were held at the grave, conducted by Dr. Charles S. Gardiner, pastor of Grace-Street Baptist Church, who read appropriate scriptur selections, and Dr. George Cooper, pastor of the First Baptist Church, who offered a beautiful, touching, and appropriate He also made an address sympathy and consolation to the be-reaved family and friends gathered there The pall-bearers were Messrs. Foster T I Todd W. W. Lefew. W. H. Harris, E. Leslie Spence, Edward Alvey, and General A. L. Phillips. McCarthy Council, Royal L. Phillips. McCarthy Council, Royal Arcanum, and rickett Camp, Confederate Veterans, were represented at the fu-

Mrs. Adaline A. Starke.

Mrs. Adaline A. Starke died suddenly a er home, No. 817 East Marshall Street t a late hour Thursday night. Mrs. at a late Starke was seventy-four years and until recently resided in of the late Gideon Starke Mrs. W. over. The children surviving her are: C. B. Starke, Dr. P. P. Starke, Nrs. W. B. Gray, all of this city, and George C. Starke, of Hanover county. Her sister is Miss M. L. Chewning, of this city. The interment will be at 11 o'clock tomorrow morning from the home of her son, George C. Starke, near Auburn Mills, in Hanover county. in Hanover county.

Mr. Ludolph Powell,

Mr. Ludolph Powell died yesterda; morning at his home, No. 1402 Taylor Street, after an illness of two weeks. Mr. Powell was twenty-one years of age and for some time was clerk for Mr. Gearge Schoen at Eleventh and Main Streets. He leaves a mother, Mrs. Kate Powell, and two sisters, Misses Ora and Carrie Powell.

FUFERAL NOTICE.

STARKE—The funeral services of Mrs.
ADALINE A. STARKE will occur at 9:30 A. M. TO-DAY (Saturday) at 817 E.
Marshall Street. Her pastor, the Rev H. A. Bagby, will conduct the services.
after which the remains will be taken to Hanover county and interment made on SUNDAY MORNING at 11 o'clock at the residence of her son, George C.
Starke, near Auburn Mills.

J. Emory Hughes.

(Special Dispatch to The Times.) LYNCHBURG, VA.,June 6.—Mr. J. ory Hughes died last night at his home near Yellow Branch, in Campbell county, after an illness of several years. A few months after his marriage to Mrs. Frank Alexander, of Staunton, Mr. Hughes was taken sick, and it was soon evident that he was suffering from consumption. He traveled extensively, and finally went to Texas, where for nearly two years he lived on a ranch, devoting himself to the outdoor life of a cowboy. His condition, however, dld not improve, and a few weeks ago he returned to his old home in Campbell, where he breathed his last. Mr. Hughes was one of Lynchburg's most promising young lawyers, and when taken ill, was rapidly winning success. E. Hughes, of Campbell.

Robert Goad.

(Special Dispatch to The Times.)
ROANOKE, VA., June 6.—Robert Goad, a native of Bedford, died here last night after a lingering illness, aged fifty-five. He is survived by his wife and six chil-

DEATHS.

NELSON.—Die; on Thursday, June 5th, at the residence of his daughter, Mrs. Rudolph P. Miller, 141 East Fortleth Street, New York city, in the eighty-sixth year of his age, Dr. WILLIAM ARMISTEAD NELSON.

ROTH.—Died, at her residence, No. 905 West Clay Street, at 6:30 P. M., Wednesday, June 5, 1902, Mrs. CLARA E. ROTH, wife of John T. Roth.

Interment SUNDAY at 4 P. M., at Mt.

Interment SUNDAY at 4 P. M., at Mt. Calvary.



Mistress (after a heated discussion with argumentativa cook)-Are you mistress of this house, I should like to know?

Mistress (unumphanaly)-Then don't talk like an idiot!"-Punch.

CARLISLE DREW IT: **CLEVELAND SIGNED IT**

The Largest Draft Ever Received in a Lexington Bank.

FOR THE WILSON MEMORIAL

Lieutenant Moreno Writes an Interest ing Letter to Colonel Tucker About the Eruptions of Mount Pelee. Lieut. Derbyshire is Well.

\$94,553,03, drawn by the Girard Trust Com-pany, of Philadelphia, on the Hanover National Bank of New York, has been received by the Washington and Lee University. This is the largest check ever received in Lexington or deposited in a local bank. The draft was accompanied by an order drawn by former Secretary J. G. Carlisle, and signed by Grover Cleveland, as chairman, and Herbert Welsh, of Philadelphia, as secretary-treasurer of the committee who had in charge the raising of a fund for establishing at Washington and ee University a school of political science as a memorial to the of political science as a memorial late President William L. Wilson. About \$6,000 had formerly been received, thus making the \$100,000 endow-

BETTER MAIL FACILITIES. Efforts are being made by the business men, of Lexington, to secure better mail accommodations on the Valley Branch of the Baltimore and Ohio Railroad. A numerously signed petition has been forwarded by Mr. J. a.c.D. Adair to Post-master-General Payne, asking that a pos-tal clerk be put on the train reaching Lexington at 9:45 in the morning and leaving at 11:40. This train now carries no way mail between Lexington Staunton. We have at present but one mail a day each way at intermediate points.
The local option offender has a hard road

to travel in Lexington. Mayor Pierson is now giving them the benefit of an amendment to the liquon law, which prohibits, under severe penalty, the procuring or giving of liquors to minors. Several negroes have fallen under this

LETTER FROM MONT PELEE The following letter has been received by Colonel Tucker of the Virginia Military Institute, from Lieutenant A. reno, of Porto Rico, a graduate of the V. M. I., in the class 1899. He is a native of Central America. Derbyshire, referred to in the letter, is George A. Derbyshire, of Richmond, Va., who graduated also from the V. M. I. in 1899. They both ended to the design of the V. M. I. in 1899. tered the United States Army last Jantered the United States Arm, actuary, as Second Lieutenants.
Port of San Juan, Porto Rico, May 25, 1902.

Colonel N. B. Tucker, Lexington, Va. Dear Colonel.—I know you will be some-what surprised to hear from 9me, but knowing the interest you take in Geological matters, I thought I would send you some of the volcanic dust I picked up in St. Pierre. Four days after the terrible explosion which took place in Martinique. I sailed from San Juan with army relief supplies, having been detailed as assistant of the supplier. tant to the chief quartermaster for the special occasion. Words cannot express the horrible state of affairs we found in the northern part of the island, where Mont Pelee is situated. St. Pierr'e and Pre-chand, a small village north of the above city, were a complete mass of ruins, and all the surrounding country was covered up with volcanic dust. We proceeded to Fort de France, where we anchored, remaining in the harbor about a week. was present at the eruptions that took place last Monday and Tuesday, and I don't think I will ever forget what oc-

turned on Tuesday morning.

ALL SEEMED DOOMED.

For awhile I thought I was doomed to perish like the inhabitants of St. Pierre. I shall briefly relate what occurred on that morning. We all slept on deck on acmorning. We all slept on deck on ac-count of the accommodations being so bad on board of the collier "Sterling." At about half past 5 o'clock in the morn-Ing we were surrounded by a cold wave. I wrapped myself in a blanket, but I still felt very cold. Shortly after this, we saw a volcanic cloud rising from the mountain, and which was coming towards Fort de France, which is about twelve miles from the crater. This vol-canic cloud was rolling slowly and it looked like a mass of fire, owing to the sunrise. When this cloud was right over sunrise. When this cloud was right over our heads the heat was intense, and we detected a veny strong odor of gases. After its passage, we were wrapped in a shower of volcanic pebbles and dust, which of course made it wery uncomfortable. When the people of the city saw this cloud, they just went wild running around the streets and trying to board some of the larger vessels in the harbor. some of the larger vessels in the hallow from description given me by one of the survivors of the steamer Roramia, this cloud was identically the same as the one that destroyed St. Pierre. From the positions of the bodies, I came to the constitutions of the bodies, I came to the constitutions. clusion that all were asphixiated by some clusion that all were asphixiated by some gas, as a good many people had han-kerchiefs to their noses, which were not even scorched. In a few words it was the most horrible sight I have ever wit-

nessed.

Both Derbyshire and myself are very well pleased with our station. We are both at headquarters, and have received our promotions as First Lieutenants.
With best regards to General Shipp, and
all the faculty, in which I am joined by

REMARKABLE SUIT.

A Former Insane Man Sues for Money He Formerly Gave Up.

He Formerly Gave Up.

(Special Dispatch to The Times.)

MARTINSVILLE, VA., June 6.—A very remarkable case is now in progress here in the Circuit Court in the case of Meadows against Mitchell & Dunlop, in which Mitchell & Dunlop accused Meadows of stealing \$500 from them when he was acting as their clerk, and made him give up the above amount, threatening him with prosceution.

Meadows was afterwards adjudged a lunatic and was sent to Marion Asylum, from which place he was afterwards discharged, and brought this suit against the defendants for \$512. The case is watched with great interest by the entire people.

watched with great interest by the entire people.

The case of M. L. Merritt against J. W. Anglin was decided to-day with a verdict of \$70 for the plaintift. Judge N. E. Smith and William M. Peyton represented the plaintiff, and W. H. Gravely and Judge N. H. Hairston represented the defendant.

BRITISH TRANSPORT MONACRH

Hampton Roads Elèctric Railway Pushing Construction.

ing Construction.

(Special Dispatch to The Times.)

NEWPORT NEWS, VA., June 6.—The big British steamer Monarch, which has been used as a mule transport by the British Government, arrived this morning and went to the shipyards for repairs. While coming out of Cape Town recently the Monarch ran aground, sustaining slight damage. She discharged forty muleteers here.

The Hampton Roads Railway and Electric Company has a force of three hundred men at work on La Salle Avenue putting down tracks and erecting poles. Orders have been given the contractor to complete the line as rapidly as it can be done, and an official of the company this morning stated that cars would be running by July 1st.

them in TO-DAY. The little

Want Ads

for the

SUNDAY TIMES WANTS

THEY WILL All Your Resorts with Boarders. THEY WILL

Rent Your Furnished House THEY WILL

Rent Your Furnished Rooms. THEY WILL Hire Your Help-Free

THEY WILL Find You Employment-Free. THEY WILL

Se / Anything. THEY WILL Hire Anything. THEY WILL Buy Anything.

THEY WILL Supply Your Every Want

BRING YOU SUCCESS Try Them.

ONE CENT WORD

Everybody

READS

The

SUNDAY TIMES

Old Dominion Steamship Co.

DAILY LINE FOR NEW YORK THE NORTH AND EAST. FROM RICHMOND.

PASSENGERS can leave DAILY, except Sunday, by Chesapeake and Ohio Railway at \$50 A. M. and 4. P. M., or 9 A. M. and 3 P. M. by Norfolk and Western Railway, both lines connecting at Norfolk with direct steamers sailing same day, or by company's new steamer Brandon, leaving Monday, Wednesday and Friday at 7 P. M., arriving Norfolk at 6 A. M., then transferring to New York steamer.

FREIGHT for all northern, castern and foreign ports received and forwarded daily, except Sunday, at company's wharf, Rocketts.

FROM NEW YORK.

PROM NEW YORK.

PASSENGERS can leave DAILY, except Sunday, from company pier, No. 25 North River, at 3 P. M., for Old Point Comfort and Norfolk, connecting with Chesapeake and Ohio and Norfolk and Western trains for Richmond, or with new steamer Brandon, leaving Norfolk Tuesday, Thursday and Sunday at 7 P. M. FREIGHT received and forwarded daily, except Sunday, Tickets on sale at Company's office, No. 1212 East Main Street; Richmond Transfer Company, No. 903 East Main Street; Murphy's Hotel, Chesapeake and Ohio and Richmond and Petersburg depots, Richmond. Baggage checked through to all points.

Bay Line to Baltimore Via C. & O. Railway and Old Point.

U. S. MAIL ROUTE.

Leave Richmond via. Chesapeake and Ohio Railway daily, except Sunday, at 4 P. M., connecting at Old Point with the superb steamers of the Old Bay Line, leaving at 7:15 P. M., arriving Baltimore 6:30 A. M., in time to make connection with all trains North, East and West. Short rail ride and all night on one of the finest steamers in Southern waters. Returning, arrive Richmond 10:00 A. M., daily, except Monday.

For tickets and general information apply at general offices Chesapeake and Ohio Railway, Richmond Transfer Company and 10:06 East Main Street.

The City Engineer was engaged to-day in giving lines for the new paving contracts, work on which has been begun.

Georgie Golden, a six-year-old kid, who makes part of a living selling papers, became so much absorbed in his business while on the Pocahontas yesterday that he forgot to get off and was carried on up to Richmond in a very alarming state of mind. Georgie's state of mind however, was placid compared with that of his parents, but a telegram from one of the officers of the boat arrived last night and relieved the situation.

Georgie was brought back this afternoon and is now the hero of "de gang."

MERCHANTS AND MINERS

Transportation Co.,
STEAMSHIP LINE.

Direct Route to
Bosion, Mass., and Providence, R.I.

Steamers leave Norfolk for Boston Tuesday, Wednesday, Friday and Sunday. For Providence Monday, Thursday and Saturday at 6 P. M. Accommodations and culsine unsurpassed. Pessengers and freight taken for all New England points. Tickets on sale at C. & O. and N. & W. Railnon and religible and religious to the providence and No. \$22 East Main Street.

LEAVE RICHMOND (DAILY). BYRD-STREET STATION. 9:00 A. M., NORFOLK LIMITED. Arrives Notfolk 11:20 A. M. Stops only at Petersburg. everly and Suffolk. 9:05 A. M., THE CHICAGO EXPRESS for nehburg, Roanoke, Columbus and Chicago.

USO A. M., THE CHICAGO EAPHEYS for Lynchburg, Eoanoke, Columbus and Chicago, Buffet Parlor Car Petersburg to Roanoke, Pullman Sleeper Roanoke to Columbus; also for Bristol, knoxylle and Chattanoga. Pullman Sleeper Roanoke to Knoxylle.

1:10 P. M., ROANOKE EXPRESS for Farm-ville, Lynchburg and intermediate stations.

3:00 P. M., UCBAN-SHORE LIMITED. Arrive Norfolk 5:20 P. M. Stops only at Petersburg. 3:00 P. M., UCBAN-SHORE LIMITED. Arrive Norfolk 5:20 P. M. Stops only at Petersburg. Waverly and Suffolk Connects at Norfolk sith steamers to Boston, Providence, New York, Baltimore and Washington.
7:25 P. M., for Suffolk, Forfolk and intermediate stations. Arrives Norfolk at 10:40 P. M. 9:45 P. M., for Lynchburg, Roanoke, the South and Southwest. Connects at Lynchburg with Washington and Chattanoga Limited, Pullman Sleepers Lynchburg to Memphis and New Orleans Core Uning and Observation Car Radford

ancy at \$3:30 P. M. Also, Pullman Sleeper Fersburg and Roanoke.

Trains arrive Richmond from Lynchburg and the West daily at 7:35 A. M., 1:50 P. M. and 56 P. M., (from Norfolk and the East at 11:10 M., 11:42 A. M. and 6:50 P. M.

Office—No. \$33 Main Street.

JNO. E. WAGNER,

City Pass, and Ticket Art.

C. H. BOSLEY, Dit. Pass. Art.

W. B. BEVILL. Gen. Pass. Art.

SOUTHERN RAILWAY.

SCHEDULE IN EFFECT MAY 25, 1902. TRAINS LEAVE AND ARRIVE FOURTEENTH-STREET STATION.

STREET STATION.
TRAINS LEAVE RICHMOND, VA.
10:20 A. M., No. 9, daily for Durham, N. C.,
anville, and all local stations South, conserving at Burkeville with Norfolk and Western
allway for Farmville, Lynchburg and all local
attons West; at Jeffreys for local stations on
orfolk Division to Danville; at Oxford for stations West; at Jeffreys for local stations on Norfolt Bivision to Danville; at Oxford for Henderson.

2:30 P. M., No. 29, limited train daily for Jerson wille and all Florida points, Havana, Nasanacte. Connects at Moseley with Farmville and Fowhatan Raliroad; at Greensborp for Durant. Raleiph and Winston-Salem; at Charlotte with No. 35, United States Fast Mall, solid train, daily for New Orleans and points South, which carries sleepers to New Orleans. Drawing Room Sleeper Richmond to Atlanta and Birmingham. Through train with sleeper, Sallsbury to Memphis. Dining Car service.

11:30 P. M., No. 18, Jacksonville and points South. Sleeper for Danstan Express, daily for Atlanta, Augusta, Jacksonville and points South. Sleeper for Denner at Richmond 9:30 P. Mr. Connections with New York and Florida Express and Charlotte. Open at Richmond 9:30 P. Mr. Connections with New York and Florida Express and Southwestern Limited, which carries through sleeper, Nashville. Memphis, Atlanta, New Orleans, to Augusta, Sarannah, Jacksonville, Tanapa. Complete Dining Car service. Also Pullinar Tourist Sleeper Mondays, Wednesdays and Gridgy, Washington to San Francisco, without change, with connection for all points in 160 P. M., No. 17, local daily, except Sunday, for Keysville and intermediate points.

TRAINS ARRIVE IN RICHMOND.

7:00 A. M., and 5:43 P. M., from Atlanta, Augusta, Jacksonville and all points South.

7:00 A. M. and 5:43 P. M. from Atlanta, Augusta. Jacksonville and all points South.
8:40 A. M. from Experiments South.
8:40 A. M. from Durham, Charlotte, Danville and intermediate stations.
1:25 P. M. from Durham, Charlotte, Danville and intermediate stations.
LOCAL FREIGHT TRAINS.
Nos. 61 and 62, between Manchester and Veapolls.

YORK-RIVER LINE, WEST POINT

THE FAVORITE ROUTE NORTH.

LEAVE RICHMOND.

4:30 P. M., No. 16. Baltimore Limited, daily, except Sundays, for West Point, connecting at West Point with steamers for Baltimore and York River landings.

2:15 P. M., No. 10. daily, except Sundays, local express for West Point and intermediste stations. Connects with stage at Lester Manor for Walkerton and Tappahannock.

5:00 A. M., No. 74, beal mixed, leaves daily, except Sundays, for West Point and intermediate stations, connecting with stage at Lester Manor for Walkerton and Tappahannock.

8:15 A. M., No. 15. daily, from West Point, with connection from Ealtimore, except Monday, with connection from Ealtimore, except Monday.

ith connection from Ealtimore, except Monday, 10:45 A. M., No. 9, daily, except Sunday and 5:15 P. M., dally, except Sundays, from West Point and intermediate stations.

Nos. 15 and 16 will make no stops between Richmond and Quinton.

Steamers sail from West Point 5:50 P. M., dally, except Sundays. Steamers call at Glousster Point and Clay Bank Mondays, Wednesdays and Fridays, and Yorktown and Allmonds Tuesdays, Thursdays and Saturdays.

C. W. WESTBURY.

District Passenger Agent,

920 E. Main Street, Richmond, Va.

S. H. HARDWICK.

General Passenger Agent,

C. H. ACKERT.

General Manager, Washington, D. C.

SEABOARD

Air Line Railway.

"GAPITAL CITY EQUITE."

Short Line to Principal Cities of the South
4 Southwest, Florida, Cuba, Texas, Califorand Mexico, reaching the Cupitals of six
ites. nia and Mexico. reacting
States.
SCHEDULE IN EFFECT APRIL 13, 1902.
SCHEDULE IN EFFECT APRIL 13, 1902.
SCHEDULE IN EFFECT APRIL 13, 1902.

SCHEDULE IN EFFECT AFAIL 13, 1992.
TRAINS LEAVE RICHMOND—a...A.STRE
OTATION—DAILY.
No. 27.
No. 31.
2:15 P. M.
10:37 P. M.—Lv. Richmond.
2:56 P. M.
11:20 P. M.—Lv. Richmond.
7:27 P. M.
7:20 A. M.—Lv. Raieigh.
7:50 A. M.
3:35 P. M.—Ar. Hamlet.
7:50 A. M.
10:35 P. M.—Ar. Atlanta.
2:90 A. M.
10:35 A. M.—Ar. Ar. Columbia.

10:35 P. M. 1:29 A. M.—Lv. Hamlet. 10:35 P. M. A. Ar. Atlanta. 2:00 A. M. 10:35 A. M.—Ar. Columbia. (Eastern Time.) 1:05 A. M. 9:40 A. M.—Lv. Columbia. (Central Time.) 4:55 A. M. 2:10 P. M.—Ar. Savannah. 10:15 A. M. 700 P. M.—Ar. Jacksonville. 10:15 A. M. 700 P. M.—Ar. Jacksonville. 10:15 A. M. 700 P. M.—Ar. Tampa. 10:15 A. M. 700 P. M.—Ar. Tampa. 10:15 A. M. 10:28 A. M.—Ar. Charlotte. 1:35 A. M. 12:35 P. M.—Lv. Greenwood. 1:35 A. M. 12:35 P. M.—Lv. Greenwood. 1:35 A. M. 2:50 P. M.—Lv. Atlents. 7:50 A. M. 3:55 P. M.—Ar. Augusta. 11:35 A. M. 2:50 P. M.—Ar. Augusta. 11:35 A. M. 7:20 P. M.—Ar. Motile. 7:25 A. M.—Ar. Moville. 7:25 A. M.—Ar. Moville. 7:25 A. M.—Ar. Moville. 7:25 A. M.—Ar. New Orleans. 11:35 A. M. 2:30 P. M.—Ar. Moville. 7:25 A. M.—Ar. Moville. 7:25 A. M.—Ar. Moville. 7:25 A. M.—Ar. Moville. 7:25 A. M.—Ar. Moville. 7:26 A. M. 8:20 A. M.—Ar. Moville. 7:26 A. M.—Ar. Moville. 7:26 A. M.—Ar. Moville. 7:27 A. M.—Ar. Moville. 7:28 A. M.—Ar. Moville. 7:28 A. M.—Ar. Moville. 7:28 A. M.—Ar. Moville. 7:29 A. M.—Ar. Moville. 7:2

Richmond & Petersburg Elec tric Kallway.

Beginning April 1st, 1902. Cars leave corner of Perry and Seventa Streets, Manchester, every hour (on the hour) from 6 A. M. to 10 P. M.
Cars leave Petersburg, foot of Sycamore
Street, every hour from 6:30 A. M. to
10:30 P. M.

10:30 P. M.
Transfers may be obtained to or from Richmond and Petersburg cars from or to any point in Richmond on lines of Richmond Passenger and Power com-

pany.
Similar transfers may be obtained to or
from all lines in Petersburg. MERCHANTS AND MINERS

TRANSPORTATION LINES.

Richmond, Fredericksburg & Potomac Kailroad.

SCHEDULE IN EFFECT MAY 25, 1902. TRAINS LEAVE RICHMOND—NORTHWARD. 4:22 A. M., daily, from Byrd-Street Station for Washington and beyond. Stops at Milford, Fredericksburg and Alexandria, Stops at Occa-Fredericksburg and Alexandria. Stops at Occe-quan Sundays. Sleeping cars to Washington and New York. Dining Car. 6:45 A. M., daily, from Main-Street Station, Florida and Metropolitan Funited for Washing-ton and beyond. Stop: at Fredericksburg and Alexandria. Sleeping cars to New York. 7:00 A. M., Leepi Sunday, from Elbn Station, accommodation for Ashland and intermediate points.

secommodation for Ashinad and
points. Si00 A. M. Sunday only, from Byrd-Street
Sti00 A. M. Sunday only, from Byrd-Street
Stition for Washington and beyond. Stops at
Elba, Glen Allen and local stations. Ashinad is
Cherry Hill, inclusive, Neglay, Occoquan and
Alexandria. Buriet Parlow Car
Alexandria. Buriet Parlow Crom Byrd-Street
Station (or washing Sonday Beyond, Stops at
Elba, Glen Allenday and Jezandria.

Elba, Glen Allenday Sominary and Alexandria.

accommodation for Ashiand points.

8:05 P. M., daily, from Byrd-Street Stations for Washington and beyond. Stops at Elba. Ashiand, Downell Milford Fredericksburg. Brooke, Widewater, Quantics and Aszandria. Stops at other stations Sunday. Siecolng Car Richmond to New York and Washington to Dhiladelphis.

ion, accommodates in the policy of the polic

ntermediate points.
5:40 A. M. dully, at Byrd-Street Station, stops
6:40 A. M. dully, at Cooquan, Widawater, Brooke,
Alexandria, Occoquan, Widawater, Brooke,
Alexandria, Occopy, Alexandria, Occopy, Alexandria, Miller, Blta. Stopp at other stations Sunday. Sleeping Car New York to Richmond.

12:01 P. M., except Sunday, at Byrd-Street Station, stops at local stations. Washington to Asslaud, inclusive. Glen Allen and Elba.

2:02 F. M., daily, at Elba Station, stops at Alexandria. Lorton. Occoquan. Fredericksburg and Miltord. Sleeping Car from New York. Blaing Chr. M., daily at Main-Street Station, stops at Alexandria. Fredericksburg, stops at Alexandria. Fredericksburg. Stops at Alexandria. Fredericksburg. Milford, boswell and Ashland. Sleeping Car from New York. accommodation from Ashland and intermediate points.
7.15 P. M., daily, at Byrd-Street Station, stops at Alexandria, Fredericksburg, Doawell, Ashland and Elba. Sleeping Cars from New York and Washington, Dining Cars from New 3:50 P. M., daily, at Byrd-Street Station, stops at Alexandria and local stations. Quantice to Ashland, inclusive, Glen Allen and Elba. Buffet Parlor Car.

o Ashland, inclusive, Glen Allen and Loss fet Parlor Car.

10:29 P. M., daily, at Main-Street Station, Florida and Metropolitan Limited, stops at Alexandria, Fredericksburg, Doswell and Ashland. Sleeping Cars from New York.

11:00 P. M., except Sunday, at Elba Station, accommodation from Ashland.

W. P. TAYLOR, Traffic Stanager.

W. D. DUKE, General Manager.

E. T. D. MYERS, President. Pas'ng'r Trains Leave and Arrive

SCHEDULE IN EFFECT MAY 11, 1902, NEW MAIN STREET STATION. LEAVE BICHMOND.

7:30 A. M., except Sunday, local to Newport iews.

8:50 A. M., dally, "F. F. V. Limited" to
iewort News, Old Point, Norfolk and Portsinponth. Farlor Car. Makes local stops at Wiliamsburg, Newport News and Hampton only.
10:10 A. M., except Sunday, local to Clifton
orge, Connects for Orange, Culpeper, Calverton dally, for Lynchburg, Lexington rige, Connects, except Sunday, for one and New Castle, Parlor Cas

Rosney, Afterene and New Castle. Farnet Car to Clifton Forge. 245 P. M., daily, "St. Louis and Chleaged Limited." Dining Car train: Pullman for Chela-natt, Louisville and St. Louis. Five to eight hours quickiest line West. Coacects for Virginia Hot Springs. Local train follows St. Louis Line tted from Gordonsville to Staunton, except Sun-

day.
4:00 P. M., except Sunday, "Seashore Limited" to Newport News, old Point, Norfolk and Portsmouth. Parlor Car to Old Point. Makes local stops at Newport News, Williamsburg and Hampton only. Connects at Old Point with Washington, Baltimore and Cape Charles steamers. Connects at Norfolk with Old Dominion steamship for New York.
5:00 P. M., daily, for Newport News and Old Point, on Sundays only connects for Norfolk and Portsmouth.

onth. on and Portsmouth.

5:15 P. M., except Sunday, to Bremo.

5:30 P. M., except Sunday to Doswell.

10:30 P. M. dally, F. F. V. Dinling Car trainonnects for Virginia Hot Springs. Pullman to
linton, connecting with Pullmans to Cincinnall,
the state of the West. inton, connecting with very constraint of the West.

ARRIVE NEW MAIN-STREET STATION, 8:00 A. M., except Sunday, from Doswell.

8:30 A. M., daily, from Ciacionati.

8:40 A. M., except Sunday, from Bremo.

10:00 A. M., daily from Old Point, Norfold nd Portsmouth. 2:20 P. M., except Sunday, from Old Point, orfolk and Portsmouth.

orfolk and Portsmouth.
3:30 P. M., daily, from Cincinnati.
6:30 P. M., daily, from Old Point, Norfolk and Portsmouth.
6:35 P. M. daily, from Clifton Forge and Lynchburg, and except Sunday from New Castle, Lexington and Buckingham Branch. Parlor Car News. 8:15 P. M., except Sunday, from Clifton Forge and Charlottesville. and Charlottesville.

Apply at 809 East Main Street. 203 East Main
Street Murphy's Hotel or New Main-Street
Station Ticket Offices, for further information,
H. W. FULLER.
JNO. D. POTTS,
A. G. P. A.
A. G. P. A.

Atlantic Coast Line.

SCHEDULE EFFECTIVE JUNE 3, 1902.
TRAINS LEAVE RICHMOND—BYRD-STREET
STATION.

9:00 A. M., NORFORE LIMITED daily. Arrives Petersburg 9:31 A. M., Norfolk 11:20 A. M., Stops only at Petersburg. Waverly and Sunfolk.

9:05 A. M., daily. Arrives Petersburg 9:40 A. M., Emperia 11:08 A. M., Weldon 11:50 A. M., Expetiville 4:25 P. M., Charleston 11:15 P. M., Savannah 3:00 P. M., Jacasonville 8:30 A. M., Tampa 10:00 P. M., Port Tampa 10:30 P. M., Conneats at Wilson with No. 40. arriving Goldsboro 5:10 P. M., daily. Arrives Petersburg 11:33 P. M., daily. Arrives Petersburg 11:33 P. M. Stops Manchester, Drewy's Bluff, Centralia and Chester on signal.

1:50 P. M., M., daily. from Petersburg, Roanoked and intermediate points.

P. M. Stops Manchester, Newly's Bildin, Coltralia and Chester on Signal.

1:50 P. M., daily, from Petersburg, Roanoke
and intermediate points.

2:00 P. M., OCEAN SHORE LIMITED, daily,
Arrives Petersburg 3:30 P. M., Norfolk 5:20 P.
M. Stops only at Petersburg, Waverly and Soffolk.

4:30 P. M., daily, except Sunday, Arrives Petersburg 5:18 P. M., Weldon 7:35 P. M., and
Rocky Mount 9:00 P. M. Makes all intermediate
stops.

6:30 P. M., daily, Local. Arrives Petersburg,
7:25 P. M., FLORIDA AND WEST INDIA
LIMITED, daily. Arrive Petersburg S:02 P. M.
(connects with Norfolk and Western for Norfolk
and intermediate points). Emporia loss
femporia and Lawrenceville). Loweston Soc Norfolk
and intermediate points. Emporia loss
Emporia and Lawrenceville). Confession 8 P. M.
Fayetteville 1:15 P. M. Jacksonville 12:50 A. M.
Savannah S:10 A. M. Fett. Tampa 10:30 P. M.
Tampa 10:00 P. M. Fett. Tampa 10:30 P. M.
Arriving Augusta S:10 A. M. Macon 11:20 A.
M. Atlanta 12:55 P. M. Arriving Petersburg 10:28

York to Wilminston. 9:45 P. M., daily Arriving Petersburg 10:28

P. M., connect at Fetersburg with Norfolk and
Western Railway arriving Exceptionary 2:30 A.
M. Roanoke 5:30 A. M. Bristol 10:40 A. M.
Pullman Sleeper Reidway arriving Petersburg 12:10

A. M.
TRAINS ARRIVE RICHMOND.

4:12 A. M., daily, from Petersburg Lynchburg and the West.

8:28 A. M., daily, from Petersburg, Lynchburg and the West.

8:28 A. M., daily, from Petersburg, Lynchburg and the West.

11:10 A. M., daily, From Goldsboro and in
11:10 A. M., daily, From Goldsboro and in-

local:
11:10 A. M., dally, From Goldsbore and in-termediate stations, Norfolk and Suffolk.
11:42 A. M., dally, from Norfolk, Suffolk and Petersburg. M., dally, except Sunday, from Pe-tersburg. Roanoke and intermediate points. 4:30 P. M., dally, from Petersburg and in-termediate points. ermediate points. 8:50 P. M., daily, from Norfolk, Suffolk and

6:50 P. M., using, from Mismi, Port Tamps, 7:45 P. M., daily, from Mismi, Port Tamps, Jacksonville, Savannah, Charleston, Wilmington, Goldsbore and all points South.

8:56 P. M., daily, from Petersburg, Lynchburg and the West,
T. M. EMERSON, Traffic Manager,
J. R. KENLY, General Manager,
H. M. EMERSON, Gen'l Pass, Agt.,
C. S. CAMPBELL, Div. Pass Agt.,
S38 East Main Street

CLYDE STEAMSHIP CO'S PHILADELPHIA RICHMOND AND NORFOLK STEAM-SHIP LINE.

Appointed sailing days: Every TUESDAY, FRIDAY and SUNDAY, at daylight. Freight received daily till 5 P. M. For further information apply to J. W. WCARRICK.